

lock, 800 feet long, 100 feet wide and with 21 feet of water on the sills, is now being constructed. Traffic through this canal has, however, increased to such an extent that the Dominion Government are building a canal on the Canadian side. It will be about two-thirds of a mile in length, with a mean width of 152 feet, and a depth made suitable for navigation at mean water level by vessels drawing 20 feet of water. There will be one lock, 900 feet long and 60 feet wide, with a depth of water on the sills, 19 feet at the lowest record water level. The work is progressing, and the whole undertaking is to be ready for use by 1st July, 1894. The total cost is estimated to be about \$3,000,000.

Traffic  
through  
Sault Ste.  
Marie and  
Suez  
Canals.

587. The present canal was open for navigation for 233 days during the year 1892, being 21 days above the average time, which is 212 days, and during that time 11,214,333 tons of actual freight, valued at \$135,117,267 passed through, being, as compared with 1891, an increase of 2,325,574 tons, and \$6,930,059 in value. The total number of vessels was 12,580, of which 12,061 had an aggregate registered tonnage of 10,647,203 tons. The east-bound freight amounted to 7,879,538 tons, and the west-bound to 3,334,795 tons. The actual freight tonnage passed through the Suez Canal in 1888 according to official return was 6,640,834 tons; in 1889, 6,783,187 tons; in 1890, 6,980,014 tons; in 1891, 8,698,777 tons, and in 1892, 7,712,029 tons; from which it will be seen that the freight carried through the Sault Ste. Marie Canal during the season of navigation, 1892, considerably exceeded in bulk that carried through the Suez Canal, which was open for the whole year. The number of vessels that went through the Suez Canal in 1892 was 3,559, with a total tonnage of 10,866,401 tons, being an average of 3,053 tons, while the average tonnage of the vessels passing through the Sault Ste. Marie Canal was 882 tons. There is of course no comparison as regards value of freight, that through the Suez Canal being upwards of \$300,000,000 annually; but considering that the Suez Canal will accommodate the largest vessels, and is used more or less by the mercantile marine of the world, some idea can be gathered of the business done through the Sault Ste. Marie Canal and of the importance of providing additional accommodation for it, both from the foregoing figures and also from the following table, which gives a complete statement of the traffic through the canal since its opening in 1855. The proportion of freight tonnage carried by Canadian vessels was: in 1887, 7 per cent; in 1888, 6 per cent; in 1889, 4 per cent; in 1890, 3½ per cent; and in 1891, 4 per cent.